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SEVENPENCE.

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KING CONSTANTINE'S GOOD-BYE TO GREECE: SHAKING HANDS WITH ADHERENTS ON THE QUAY AT OROPOS, BEFORE ENTERING THE PINNACE READY TO CONVEY HIM TO HIS YACHT.

King Constantine left Greece on Thursday, June 14, in the royal yacht "Sphakteria," on which he embarked at Oropos, a little fishing village some forty miles north of Athens, on the shores of the Euripos opposite Euboea. Describing his departure, Mr. G. J. Stevens writes: "He arrived at eleven precisely, driving in an open car with his first son, like him shorn of his rights and ordered to exile. . . The ex-King rose from

his seat and stood for an instant looking on the scene before him. His face was calm; it showed no traces of emotion. Holding his tall figure upright, he walked to the little landing-place, saluting and shaking hands with all alike. The royal exile stepped into a pinnace, which steamed away and deposited him on board the royal yacht at anchor in the bay. His consort and his children had preceded him."

PHOTOGRAPH BY COURTESY OF THE "DAILY MAIL"



By G. K. CHESTERTON.

IT is the paradox of most Parliaments that they appeal for a majority and give power to a minority. When a majority becomes a machinery, the minority becomes the man that works the machine. And the minority becomes very much more powerful than it would be if there were no Parliament at all. The whole thing works by a curious trick of topsyturvydom, recalling the tale about the girl who jumped into the water to find out which of her lovers would rescue her. They all jumped in except one; and she adopted the rather cynical course of marrying the dry one. In this war the majority of men have really proved themselves heroes; they have really, by a common impulse, plunged into the sea of slaughter and catastrophe, and the politician has been left on deck, as the comparatively dry one, with an undisputed claim to steer the ship. But even in normal times the majority of men plunge with no little pluck into a sea of troubles; and the real difficulty of democracy is not that the voters are unworthy, but that their vote is generally the least worthy thing about them. When they are not defending their country they are earning their living, or educating their children, or falling in love, or finding salvation, or doing some other thing more interesting than politics, so that the latter is left for politicians as the only people too dull to be bored by it. Hence we find everywhere very unpopular persons powerful in politics when they are quite impotent in every other department. A man like Mr. MacDonald or Mr. Snowden, amid the most acute feelings against their anti-national philosophy, could get a Parliamentary seat and a Governmental post much more easily than they could get any other form of public approval—



THE NEW COMMANDER OF THE CANADIANS AT THE FRONT:
MAJOR-GENERAL SIR ARTHUR CURRIE, K.C.B.

Major-General Sir A. W. Currie has been with the Canadians since they landed in France in February 1915, first as a battalion commander. He was soon promoted to Brigadier-General, and on September 13, 1915, to Major-General. Then he commanded the 1st Canadian Division. His men regard him with affection and confidence. He is an Ontario man, and before the war was a real-estate broker in Victoria, B.C. Previously he had been engaged in life insurance and teaching.—[Photo, Elliott and Fry.]

much more easily than they could get a mob to rise for them, or a subscription raised for them, or a popular song sung in their honour.

The advantage of the dry one left on deck is negative but enormous. Mr. MacDonald is an exceedingly dry one; Mr. Snowden is, if possible, a still drier one; dryness is exactly the essence of their ethics and politics—the rigidity that comes

of remoteness from life. But they are both listened to much more respectfully in Parliament than they would be in trains or trams or public-houses, or even public meetings. Mr. MacDonald, for instance, made a speech in the House of Commons, with quiet dignity, after a whole Trade Union of sailors had raged at him. It was about Female Suffrage; and he said, apparently, that it was an insult to woman's intelligence to say that she could not make a cross on a piece of paper. Somebody else—on the same side, I understand—remarked that making a cross on a piece of paper is, after all, a purely mechanical process. Unfortunately, that is just the trouble. It is precisely because making a cross on a piece of paper is a purely mechanical process that a large number of people in Leicester do not mind doing it for Mr. MacDonald. If voting were a more vivid and genuinely popular thing, they would probably vote for somebody else.

The same debate provided another example of what I mean. An Anti-Suffragist, fully as dry as any Suffragist, seems to have cited the one lady member in the American Congress who hysterically exclaimed that "as a woman she could not vote for war," and cited her as a proof that women are too hysterical to be patriotic. Now I have the name, I believe, of being an opponent of this change; but I should most emphatically deny that a woman who said that was in any sense whatever a representative woman. If she had said she would tear the Germans' eyes out, she might have been more like a representative woman. It is not my experience, nor anybody else's, that women (whatever else they are) are generally unpatriotic. The truth is, of course, that this Parliamentary woman was as anti-popular as Mr. MacDonald or Mr. Snowden, or many another Parliamentary man. She was the product of a purely mechanical process which seems always to favour a small minority. It was precisely because she was typical of a house of representatives that she was not representative.

Now the foreign applications of this truth doubtless require more delicate handling; but they have to be kept in mind. We may, for instance, think the Russian Revolution a just and fortunate event without falling into the fallacy of thinking anything democratic so long as it is anti-despotic. Every democratic analogy would lead us to guess that Russia is much more normal than Petrograd. Every such analogy would lead us to guess that even Petrograd is much more normal than the most prominent persons in Petrograd. Some of these marks of the minority, not unnatural and often unavoidable, can be seen in the very phraseology employed by the new régime. It is a very bookish phraseology, full of the sort of bookishness charmingly described by Professor Leacock in his skit on Russian fiction, in which the Nihilist pores secretly over Hall and Knight's Algebra "to free Russia." We are justified in finding something insufficient in a description of Russian democracy as "workmen and soldiers," which does not even mention the word "peasant." But the warning is much more vital in the case of Prussia than in that of Russia, in that of our enemies than in that of our Allies. There are already peace-makers pleading with us to trust a tiny group of Socialists, the minority of a minority—and for no reason at all, apparently, except that they are a minority of politicians. The German MacDonalds and Snowdens also bulk larger than life by the trick that magnifies minorities. But the point here is this—that we must not be misled even if this merely Parliamentary minority became a merely Parliamentary majority. It could still be a very unpopular minority. And what we have to look to in the future is what our enemies have looked to in the past—the popular education of the Germans. We have to aim at the German's head, not the Kaiser's crown; and it will not be bettered by substituting aristocracy for monarchy, or discovering that ten cracked heads are better than one.

The tear of the Lord is the beginning of wisdom; but perhaps not the end of it. The fall of the military

power of Potsdam is the beginning of German education; but it is not the end of it, still less an end to which it is now deliberately designed. It is not that a better culture in Germany will gradually disarm the Prussian; it is that disarming the Prussian is an indispensable preliminary to producing anything like a better German culture. That there is no such thing as an invincible King or army is a very primitive and simple discovery, like the first few letters of an



THE HIGH COMMISSIONER OF THE PROTECTING POWERS
OF GREECE: M. CHARLES JONNART.

M. Charles C. A. Jonnart, a member of the French Senate, went out to Greece as High Commissioner of the Protecting Powers—France, Great Britain, and Russia. His arrival was followed by the departure of King Constantine. M. Jonnart, who is fifty-nine, was for many years Governor-General of Algeria. He was formerly Deputy for the Pas de Calais. In 1893 he was Minister of Public Works, and in 1913 Foreign Minister. King Edward used to visit him at Algiers.—[Photo, Manuel.]

alphabet; but it has not yet been discovered. It is Exercise I. in the Primer, not a problem that an advanced student is already putting to himself. All the repulsive ramifications of modern German culture can be traced back to one root—the accidental or apparent success of the Prussian system in war. Turn that apparent success into flagrantly apparent failure, and you really reverse all the currents of thought in the Empire. They begin all over again, slowly perhaps, but humanly, and from the other end. If they are merely permitted to play at an internal reform, without this external rebuke, the methods and morals of German culture will not alter in the least. Why should they? The most extreme Prussian school will only say that the most extreme Prussian methods have, after all, permitted the country first to defend itself, and then to reform itself. As a matter of fact, there is not a ray of reason for the supposition that most Germans wish, or are likely to wish, to dethrone the German Emperor. But it is even more doubtful whether, if they dethroned twenty German Emperors, they would really have dethroned German Imperialism. German Imperialism is an attitude towards life, a habit in dealing with humanity, which would now go on automatically of itself if there were no such thing as a Kaiser in the world. It is founded on a sort of divine right; but it is much more the divine right of the German over the subject peoples than of the German monarch over the subject. It might be a good thing to depose the Hohenzollerns, who were historically the architects of this huge and inhuman civilisation; but shooting an architect goes a very small way towards changing the whole life of a hundred cities which he has planned. To be content with it is but another way of calling a thing a representative and forgetting that it is only a minority.

FOR WOMEN AS WELL AS MEN: THE ORDER OF THE BRITISH EMPIRE.

OFFICIAL PHOTOGRAPHS SUPPLIED BY SPORT AND GENERAL.

"THIS Order will follow, in most respects, the precedents of other Orders of Knighthood, but it will consist of five classes, and will be given to women as well as men. The first two classes will, in the case of men, carry the honour of Knighthood, and in the case of women the privilege of prefixing the title 'Dame' to their names. The five classes of the Order are: Men—1. Knights Grand Cross (G.B.E.), 2. Knights Commanders (K.B.E.), 3. Commanders (C.B.E.), 4. Officers (O.B.E.), 5. Members (M.B.E.); Women—1. Dames Grand Cross (G.B.E.), 2. Dames Commanders (D.B.E.), 3. Commanders (C.B.E.), 4. Officers (O.B.E.), 5. Members (M.B.E.). The badge of the Order worn by the Members of the First, Second, and Third Classes, takes the shape of a silver-gilt cross, enamelled pearl-grey, in the

(Continued opposite.)



IN SILVER-GILT, WITHOUT ENAMEL: THE BADGE OF THE FOURTH CLASS.



IN SILVER, WITHOUT ENAMEL: THE BADGE OF THE FIFTH CLASS.

(Continued.) centre of which, in a circle enamelled crimson, is a representation of Britannia seated. The circle contains the motto of the Order, 'For God and the Empire.' The star, worn by members of the first two classes, is a silver star, the centre of which bears the same device as the badge. The treatment of the badge for the Fourth Class is similar to that for the First, Second, and Third Classes, except that it is smaller and is not enamelled. In the Fifth Class the badge is of silver instead of silver-gilt. As in the case of other Orders, the members will have the privilege of placing the initials (above indicated) after their names. The King has appointed the Prince of Wales to be Grand Master of the Order, and a King of Arms, Registrar and Secretary, and Gentleman Usher of the Purple Rod will be appointed to attend to the service of the Order."



FOR KNIGHTS COMMANDERS AND DAMES COMMANDERS: THE SECOND CLASS BADGE AND STAR.



FOR KNIGHTS GRAND CROSS AND DAMES GRAND CROSS: THE FIRST CLASS BADGE AND STAR.

It was announced on June 22 that the King had instituted two new Orders—the Order of the British Empire and the Order of the Companions of Honour—"in recognition of the manifold services, voluntary and otherwise, that have been rendered both by British subjects and their Allies in connection with the war." Further official details regarding the former, the Order of the British Empire, are given in the paragraphs quoted above. It may be added that the First and Second Class badges are attached to a purple ribbon, which in the case of women takes the form of a bow worn on the shoulder. The star

is given only to the first two classes, that for the First Class being eight-pointed and for the Second Class four-pointed. A silver medal of the Order has also been struck, to be awarded to persons, not being Members of the Order, whose services to the Empire warrant such recognition. "The Order of the Companions of Honour," said the official statement, "will consist of one class only, to which women will be eligible equally with men. The Order will carry with it no title or precedence. . . . Both Orders, though created in connection with the war, will doubtless survive it."

MESSINES: HAVOC OF THE BOMBARDMENT AND MINE-EXPLOSIONS.

OFFICIAL PHOTOGRAPHS.



ON THE WAY TO REINFORCE OUR FIGHTING-LINE TROOPS HOLDING THE FAR SIDE OF THE RIDGE: RELIEFS FILING FORWARD UNDER THE FIRE THAT THE ENEMY STILL KEPT UP.



"ONLY BITS OF TRENCHES, A FEW TRAVERSES HERE AND THERE, AND THE CLOSED ENTRANCES OF DEEP DUG-OUTS REMAINED": THE STATE OF THE ENEMY'S DEFENCES WHEN STORMED.



A BADLY BATTERED SECTION OF ONE OF THE GERMAN DEFENCE LINES ON THE RIDGE: THE REMAINS OF AN ENEMY OBSERVATION-POST AFTER OUR ARTILLERY HAD FINISHED WITH IT—AS WE FOUND IT.



A "YAWNING CHASM," A HUNDRED YARDS WIDE AND SIXTY FEET DEEP: ON A SLOPE OF "CHAOTIC EARTH" FORMING ONE SIDE OF ONE OF OUR MINE-CRATERS.

"I walked to-day through the old German trenches," says Mr. Philip Gibbs in one of his letters, within a few hours of the taking of Messines Ridge. "They were horribly smashed, so that only bits of trenches, a few traverses here and there, and concrete emplacements knocked sideways, above the closed entrances of deep tunnels and dug-outs, remained among the shell-craters. Most of the Germans killed were buried as they died, buried under the masses of earth flung up by the exploding shells, buried in their tunnels which fell in upon them as they crouched under the drum-fire of our guns, hiding deep

in their subterranean chambers; buried by the wild upheaval of mines which opened the earth beneath them with yawning chasms a hundred yards wide and sixty feet deep. Bits of tunics, bits of rifles, rags and tatters of equipment, weapons and dead, lie in holes and pools amid the rubbish heaps of chaotic earth." One dazed German prisoner "said that he had only seen two men of his company (normally 240 rank and file) after the great explosion. All the others had been hurled sky-high in the flames and gases, or buried in the fall of earth."

THE KING AND OUR "SURE SHIELD": A VISIT TO THE FLEET.

PHOTOGRAPHS BY C.N.



THE KING'S RECENT VISIT TO THE GRAND FLEET: BLUEJACKETS MARCHING PAST HIS MAJESTY ON BOARD A BRITISH WAR-SHIP.



THE HEAD OF THE NAVY AND THE COMMANDER-IN-CHIEF OF THE GRAND FLEET: THE KING AND ADMIRAL BEATTY.



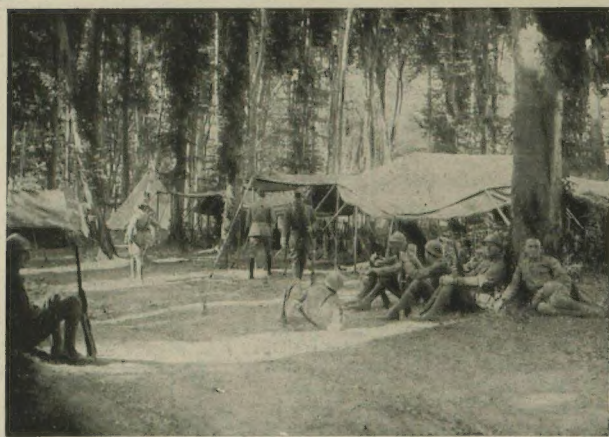
A CHAT WITH OLD SHIPMATES: THE KING TALKING TO MEN WHO HAD FORMERLY SERVED WITH HIM AT SEA.

It was stated in the "Court Circular" of June 20 that "The King, attended by Commander Sir Charles Cust, Bt., R.N., and the Earl of Cromer (Equerries in Waiting), left the Palace this evening on a Tour of Inspection." As shown in our photographs—which have, of course, been duly authorised for publication—his Majesty has been paying another visit to the Grand Fleet, in whose welfare he takes a paramount interest, not only as titular head of the Navy—our "sure shield," as he so happily termed it earlier

in the war—but more particularly on account of personal memories of his own service days as a naval officer. On this occasion, it will be seen, the King made a point of having men who had served with him called out so that he might speak a few words to them and talk about old times. As an interesting point, it may be noted that the King's cuff bears the wide gold band and four rows of lace worn by an Admiral-of-the-Fleet; while that of Sir David Beatty has the band and three rows of an Admiral.

THE ADVANCE GUARD OF AN IMMENSE ARMY: U.S. TROOPS IN FRANCE.

FRENCH OFFICIAL PHOTOGRAPHS.



A PIONEER AMERICAN FORCE ALREADY SERVING IN FRANCE: THEIR CAMP IN THE AISNE DISTRICT.



IN STEEL HELMETS OF FRENCH PATTERN: THE ARRIVAL OF A MUNITION TRANSPORT DETACHMENT—GREETINGS FROM A FRENCH OFFICER.



A DISTRIBUTION OF GAS-MASKS: AMERICANS ON THE AISNE RECEIVING PROTECTION AGAINST GERMAN POISON-GAS.



A VERY NECESSARY ITEM IN MODERN MILITARY TRAINING: AMERICAN SOLDIERS IN FRANCE ADJUSTING THEIR GAS-MASKS.



AMERICAN TROOPS ON ACTIVE SERVICE IN THE AISNE SECTOR: BOARDING MOTOR-LORRIES FOR A JOURNEY.



WITH THE AMERICANS ON THE AISNE: OFFICERS STUDYING A MAP BEFORE THE DEPARTURE OF A CONVOY.

It was stated in a message from Washington of June 22 that the war registration returns, which were virtually complete, showed that 9,649,938 men between the ages of twenty-one and thirty years inclusive had enrolled for service. In this connection it may be recalled that when General Pershing, the American Commander-in-Chief, landed in England recently, he said: "Speaking for myself personally and the officers of my Staff, and the men of my command, we are very proud indeed to be the standard-bearers of

our country in this great war for civilisation. . . . We expect in course of time to be playing our part, and we hope it will be a very large part, on the western front." Naturally, General Pershing would not commit himself to an estimate of the number of American troops likely to come over for service in France. One of the American officers, however, was reported to have said unofficially: "We are already undertaking the intensive training of 40,000 embryo officers. Of course, we are up against the same

(Continued opposite.)

"STANDARD-BEARERS" OF HOSTS TO COME: U.S. TROOPS IN FRANCE.

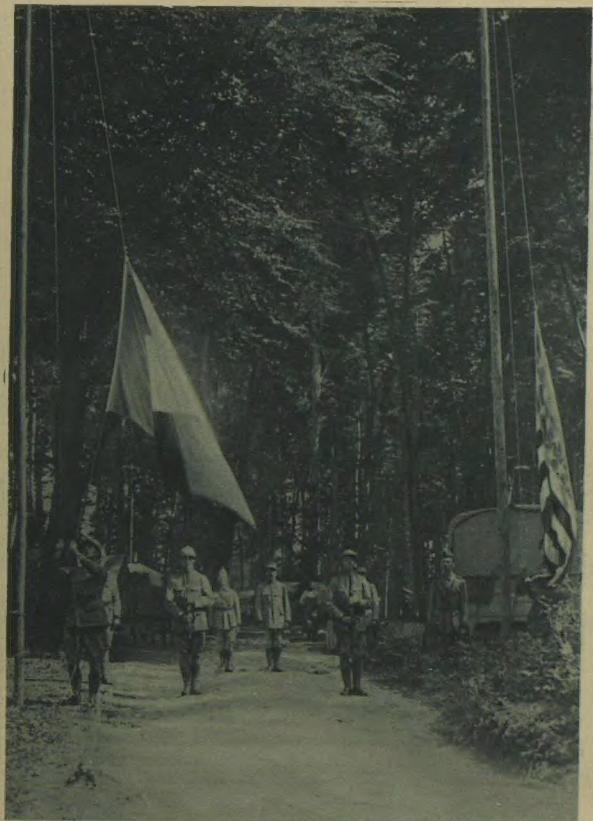
FRENCH OFFICIAL PHOTOGRAPHS.



STANDING TO ATTENTION AS THE FLAG PASSES: AMERICAN TROOPS SERVING IN FRANCE IN CAMP IN THE AISNE DISTRICT.



THE TRICOLOUR AND THE STARS AND STRIPES UNITED IN THE FIGHT FOR FREEDOM: A FRANCO-AMERICAN HANDSHAKE.



THE HOISTING OF THE FRENCH AND AMERICAN FLAGS: AMERICANS IN CAMP ON THE AISNE AT THE SALUTE.

Continued.
problems as you were at the beginning of the war. We have the same task of providing arms, equipment, and munitions for a great army. There is a great deal of preparatory work to be done, but I am convinced that by September we shall have a million and a quarter men in camp." American service dress is marked by simplicity and the absence of gold braid from the officers' uniforms. As our photographs show, the American troops already serving in France, on the Aisne, have adopted a steel helmet of

French pattern. There is, of course, the heartiest good fellowship between the French and the Americans. In an account of the arrival of General Pershing and his force, we may recall that the "Times" said: "Its coming marks one of the most momentous events in history. It is composed mainly of officers, staff clerks, and specialists, who have come to this country to prepare the way for an army the number of which will probably astonish most people in Britain."

SCIENCE AND NATURAL HISTORY

IN QUEST OF
THE BOOKOF SACRED
SCIENCE.SEEKING THE GOLDEN FLEECE, WHICH SUIDAS BELIEVED TO BE A ROLL OF
PAPYRUS ON WHICH WAS WRITTEN THE SECRET OF GOLD-MAKING: THE ARGONAUTS.

SCIENCE JOTTINGS.

CONCERNING THE CAMEROONS.

IF the German colonies in Africa, of which we have now taken possession, will not—for some considerable time at any rate—add very materially to our resources, they will at least prove welcome fields to our big-game hunters. Furthermore, the fact that they are now under British rule will prove a source of immense relief to

commercial value. Presently, it is to be hoped, some patriotic sportsman will procure a specimen of one of these animals for the British Museum; for, incredible though it may appear, the Museum does not even now possess a complete skeleton of an African elephant! We need at least a dozen, representing widely different regions of Africa. No less do we need skeletons of females and young animals. Since the gorilla is also to be encountered here, it is to be hoped that some ardent sportsman will similarly be tempted to procure

potto, and the awantibo, creatures rarely seen, for they hunt by night and are very small. No less interesting is the otter-shrew, or potamogale, which is very rarely to be found in museums.

Of beetles, butterflies, and other insects there is a bewildering variety, and many of these are of remarkable beauty. This is true of the great Goliath beetle, of which specimens have been sent me by a friend who was for many years a resident at Bitye, and who had the good fortune to escape from the country immediately on the outbreak of war. But he is very anxious as to the fate of his rubber-trees and banana plantations. Rhinoceros beetles, and many of strangely beautiful, iridescent coloration, he also sent me; and by-and-bye I trust he will be able to add to my indebtedness. Since parts of the country are yet unexplored, large numbers of insects new to science are sure to come to light when these unknown regions are tapped, and it is highly probable that many new species of larger creatures will also be discovered.

The word Cameroons, by the way, is apparently derived from the small, shrimp-like crustacean (*Thalassinia*) called by the old Portuguese navigators "Cameraos." These attracted their wonder from the fact that during the months of August and September they swarm in such numbers as well-nigh to choke the Cameroon and neighbouring estuaries. To-day they are taken by the basketful, dried and smoked, and sent inland, where they are much appreciated by the natives. Possibly potted cameraos may, in the near future, find their way on to the English market.

The Cameroons, it may be remarked, have but reverted to us, since before 1885 the Cameroon highlands were commonly regarded as a dependency of the British Empire, and they certainly came within the "sphere of British influence." Then came a few German traders and established factories on the slopes of the mountains. This enabled them to "jump a claim" on the whole region, which they did by hauling down the British flag wherever it was found and proclaiming the whole region a German Protectorate. After protracted negotiations, the British Government, for the sake of a quiet life, accepted the "accomplished fact," and the Cameroons became the German colony of "Kamerun." The 191,000 square miles of territory thus "annexed" has now come back to its rightful owners.

W. P. PYCRAFT.

REINFORCED CONCRETE FOR BUILDING BARGES: THE STERN OF ONE CONSTRUCTED OF THAT MATERIAL.

In order to reduce the importation of timber for building barges and canal boats, French ship-builders are using reinforced concrete for that purpose. A wooden skeleton, or framework, serves as a mould for casting the concrete, and can be used an indefinite number of times.

Photograph by Branger.

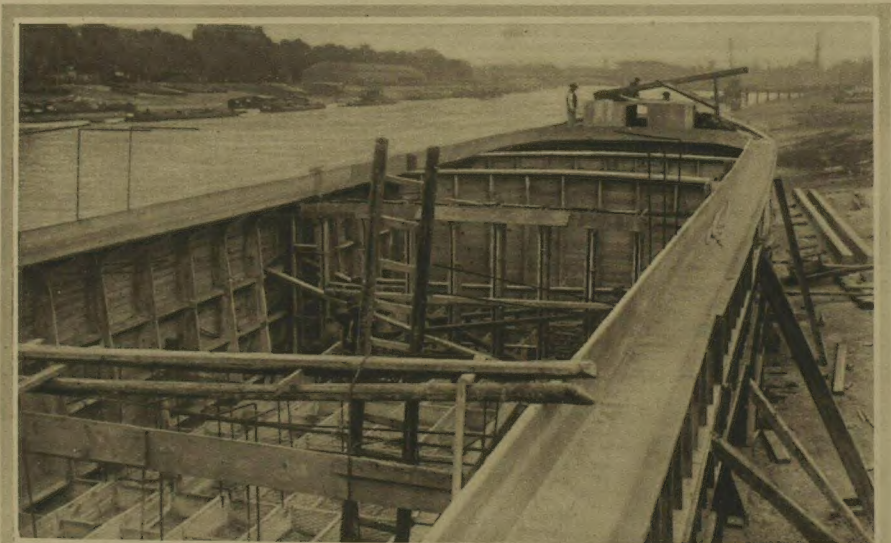
the natives of the regions concerned, who regarded their German masters with ill-concealed hatred. The German idea of the proper way to treat natives is well exemplified by Dr. Schubotz, who, in a book recounting the exploits of the Duke of Mecklenburg on his German Central African Expedition of 1910-11, entitled "From the Congo to the Nile," wrote as follows: "I felt embittered against the red-tapists who sit in their comfortable offices and preach humanity: I wished they could spend a few days travelling in this country. . . . They would soon discard all their politeness and humanitarian ideas, which the very natives despise. 'Might is right' must be the motto of every intending colonist." That hideous motto has been their watchword in Northern France and Belgium; we must take care that it is not reintroduced into Africa.

Of the three German colonies to come under the British flag the Cameroons is, perhaps, the least valuable, since it is for the most part infested with malaria, while the climate the year round is oppressively hot and saturated with moisture. Nevertheless, it is bound to attract adventurous spirits, because rubber plantations thrive there, and the banana, oil-palm, and cokernut can be no less successfully cultivated.

The hunter will take whatever risks there be for the sake of elephants, the great forest hog, buffalo, and antelopes. In spite of the fact that the Germans employed the natives to hunt elephants for them—for the sake of their ivory—these animals are still fairly plentiful; so that after the fall of Jaunde one of our officers, having obtained a few days' leave, had no difficulty, under the guidance of a native hunter, in bagging two big bulls and a smaller specimen. The tusks, however, of the Cameroons elephant are coarse-grained, of a brownish colour, and relatively of little

us skeletons. Gorilla-shooting is certainly as exciting, and quite as dangerous, as elephant-hunting.

The collector of natural history specimens will find the Cameroons a happy hunting-ground, since many rare and interesting creatures are to be found here. Among these are the curious thumbless lemurs, the



A BARGE BUILT OF REINFORCED CONCRETE: THE INTERIOR OF A VESSEL APPROACHING COMPLETION.

Photograph by Branger.

"READY TO RECEIVE HIM": FRENCH SOLDIERS AWAITING ATTACK.



PREPARING TO REPEL A GERMAN COUNTER-ATTACK ON THE CHEMIN DES DAMES: FRENCH INFANTRY
IN THEIR TRENCHES RELOADING THEIR RIFLES AND MAKING READY.

As mentioned in a statement by the Expert French Commentator, the French Army co-operating with the British on the Western Front did excellent work during the Battle of Messines Ridge by keeping large forces of the enemy engaged on its own front. In the same message the writer said: "The artillery duel was very lively last night and all to-day on the Chemin des Dames, especially in the Cerny sector south of Filain.

The enemy, after having attempted at several points attacks which failed, found us everywhere ready to receive him, and he therefore will not make any further attempts." Our illustration shows a typical scene in a French communication-trench dug out of the chalk, when the troops were reloading their rifles and otherwise preparing to repel a German attack. The photograph was taken on the Chemin des Dames.

OUR TROOPS ON THE PALESTINE BORDER: DESERT TRANSPORT.

PHOTOGRAPHS NOS. 1, 2, 3, AND 5 SUPPLIED BY C.N.; NO. 4 BY TOPICAL.



TRANSPORT "LOCOMOTIVES," ANCIENT AND MODERN: A CAMEL, THE TRANSPORT ANIMAL OF THE PHARAOHS' ARMIES, BESIDE A "WATERLOO" RAILWAY ENGINE ON THE SAME WORK.



THE WAY WE KEEP THE ARMY ON THE PALESTINE BORDER SUPPLIED WITH STORES AND MUNITIONS: SOLDIERS LAYING THE PERMANENT WAY OF A SINAI DESERT MAIN RAILWAY LINE.



CLEARING THE WAY AHEAD FOR THE "IRON ROAD" ACROSS THE SINAI DESERT: GANGS OF EGYPTIAN NATIVE "NAVVIES" EXCAVATING A RAILWAY "CUTTING" THROUGH A SAND-HILL RIDGE.



EXTREMES IN TRANSPORT TRACTION CONTRASTED: CAMELS MEETING A "CATERPILLAR" TRACTOR EN ROUTE—TAKEN ABACK AT THE RATTLE AND SMELL.



THE COMMONEST ARMY FORM OF DESERT TRANSPORT TRACTION: SLEDGING ACROSS THE LOOSE SAND BETWEEN CAMPS ON THE LEVEL, WITH A LOAD OF FODDER AND GRAIN BAGS.

The camel, representative of the transport "locomotive" of the first army ever seen in Egypt, in the times of the first of the warrior Pharaohs, centuries on centuries ago, is seen in the first illustration side by side with a locomotive now on war transport service with the latest Army of Egypt, one of our familiar "Waterloo-to-the-West-Country" engines, whose absence has to do with the curtailment of travelling facilities in England, and the curtailment of summer holiday excursions. For their part, camels are doing magnificent transport work for our troops now. Railway-line laying across the Sinai

Desert, in emergency fashion, spikes holding the rails in position in the sleepers instead of the usual "chairs," is shown in the second illustration. Egyptian native "navvies," are seen in the third illustration making a "cutting" through one of the many sand-hill ridges which traverse the otherwise fairly level expanse of the desert. In No. 4, we again have ancient and modern transport methods contrasted; the camels sniffing at the tainted petrol-laden air as the tractor passes. No. 5 shows the rough-and-ready way in which everyday transport work between camps in the desert is carried on—by means of sledges.

West and East: An Aeroplane Over El Arish.



NOW OCCUPIED BY US: A BATTERED FORT, AND A MOSQUE OF EL ARISH—A FLYING-MACHINE PASSING OVERHEAD.

El Arish, the Turkish frontier-town on the Egyptian border, is near the sea, not far from where the Sinai Desert ends. It was evacuated by the enemy without fighting: the rapidity of the British advance prevented the stand the Turks purposed. El Arish stone fort had previously been shelled from the sea several times, and its thick walls were,

as an eye-witness described, "a mass of rubbish." An aeroplane is seen passing overhead, an incident of almost daily occurrence throughout the campaign, El Arish lying in the track for all 'planes, both British and enemy, whether on the way to scout across the open country round or to drop shells on a hostile camp.

Secret Depôts of Greek Army Rifles: A Discovery at Athens.



A RESULT OF FRENCH SEARCHINGS FOR CONCEALED WEAPONS: PACKAGES OF RIFLES BEARING THE ROYAL MILITARY STAMP, FOUND IN A CAVE AT ATHENS.

The Allied Commission charged with supervising the execution of the promises as to Army disarmament and demobilisation, made some time before King Constantine's deposition, decided that treachery was at work. Suspecting that the giving up of military arms was being laxly managed, with the connivance of certain of the Greek

authorities, the Allies instituted their own search-parties. Several hidden magazines and depôts of rifles were found near Athens. In a cave at Hallandri, on the outskirts of the Greek capital, they made the "find" here shown—a large number of Greek Army rifles in packages, all bearing the royal military stamp.

THE BRITISH ENTRY INTO BAGHDAD: THE FIRST OFFICIAL PHOTOGRAPH; AND SCENES OF THE ADVANCE ON THE CITY.

THE TWO LARGER PHOTOGRAPHS, OFFICIAL.



CAPTURED BY THE TURKS AND RECAPTURED IN THE ADVANCE ON BAGHDAD: AN 15-POUNDER BRITISH FIELD-GUN.



SPOILS OF THE ADVANCE ON BAGHDAD: CAPTURED TURKISH MACHINE-GUNS, AND THE RECAPTURED FIELD-GUN.



MADE TO COMMEMORATE THE FALL OF KUT AND FINISHED JUST IN TIME FOR THE BRITISH ENTRY INTO BAGHDAD: KHALIL PASHA STREET, BAGHDAD; SHOWING A BRITISH ARMY LORRY.



PREPARATIONS FOR THE NEXT DAY'S PUSH DURING THE ADVANCE ON BAGHDAD: AN AMMUNITION-DUMP.



AN ABUNDANT SUPPLY OF MUNITIONS FOR THE ADVANCE ON BAGHDAD: SHELLS AND LORRIES IN THE DESERT.



"THE ROAD WAS THROGGED WITH A JUBILANT CROWD": THE FIRST PHOTOGRAPH OF THE HISTORIC ENTRY OF THE BRITISH FORCES INTO BAGHDAD ON MARCH 11, 1917.

Of the remarkably interesting photographs given on these two pages, the four small ones were taken during the final operations before Baghdad, and the two larger ones at the time of the British entry. The British 15-pounder field-gun shown in the first two photographs was captured by the Turks at Ahwar in 1915 and recaptured in the advance on Baghdad this year. Describing the last stages of the operations that led to the fall of the city, Mr. Edmund Candier mentions that the Diata, a tributary of the Tigris below Baghdad, was held by the Turks "with numerous machine-guns," and continues: "On the night of March 9-10 and the day of the 11th, our left-bank troops completed the passage of the Diata, captured the riverine villages in succession, and drove the enemy from his last trench-line. On the night of the 10th-11th, the Turkish forces beat a simultaneous retreat on both banks upstream of Baghdad, and early on the morning of the 11th, we occupied the city." In later despatches, Mr. Candier quotes an interesting account by a British Staff officer of the entry into the city and subsequent scenes. "Nothing," he says, "could have been more casual than our entry into Baghdad. . . . We had been bivouacking out in a blowing dust. We

were dirty, unwashed, unshaven, unfed. My mare, who a few days before had broken tether and dispossessed herself of the best part of her bridle, had on a make-shift headstall of rope. On the whole, we did not make up a very imposing cortège for a historic State entry. Soon we were cantering along Khalil Pasha Street. The road was thronged with a jubilant crowd. The roofs and balconies were packed with women in bright dresses. Children danced in front of us, uttering shrill Arab cries and clapping their hands. Khalil Pasha Street, through which we rode, the only broad thoroughfare in the city, received the name of the local Hindenburg in commemoration of the fall of Kut. By a stroke of irony, the road that was built to commemorate our reverse at Kut was completed just in time to afford us a passage through Baghdad. . . . The greater part of the Expeditionary Force is still engaged in hunting down the Turk, east, west, and north, and the Staff, besides carrying on the war, have the whole civil and military administration of the city thrown on their shoulders." The large photograph on the left, taken in Khalil Pasha Street, shows some houses demolished by the Turks in order to make the road.

ZEEBRUGGE—AFTER A BRITISH NAVAL BOMBARDMENT: A WONDERFUL OFFICIAL AIR PHOTOGRAPH OF THE DAMAGE.

OFFICIAL BRITISH NAVAL AIR PHOTOGRAPH.



AFTER THE NAVY'S ATTACK ON ZEEBRUGGE, THE ENEMY'S SEA-GATEWAY TO THE PORT OF BRUGES: PHOTOGRAPHIC EVIDENCE OF THE ACCURACY OF OUR SHIPS' GUNFIRE.

This remarkable photograph of Zeebrugge after a recent bombardment by the guns of the British Navy was taken from an R.N.A.S. aeroplane. It is a striking example both of skill in air-photography and of the accuracy of our naval gunnery, assisted by excellent "spotting" work by aeroplanes. The following key to the lettering on the photograph has been officially supplied: "A E—Caissons of lock. B—Spare caisson. D C—Bridge. F—Storehouse damaged. Several buildings for working the lock were destroyed." The places where the British shells fell are indicated by dotted rings. The arrow on the right points north. "Zeebrugge," it is explained in an official note regarding the photograph "is the seaport of Bruges, in which vessels rarely lie except to wait for the locks on the way to Bruges. The lock-gates are about the size of an ordinary Thames

barge. Zeebrugge is popularly supposed to be a naval base: it is nothing of the sort. . . . Both the above bombardments (*i.e.*, of Zeebrugge and Ostend—the latter shown on the succeeding double-page) were carried out at very considerable ranges, the target being quite invisible owing to the distance. . . . The firing was from ships, which are naturally unstable gun-platforms." Mr. Archibald Hurd wrote recently: "Zeebrugge is merely the sea-gateway to Bruges. . . . Consequently, there is nothing much to attack at Zeebrugge. It is no good trying to destroy the breakwater by gun-fire, because the water is an effective protection. . . . Bruges is connected with Zeebrugge by a canal about six-and-a-half miles long, and it is in the ample water space at Bruges that the enemy keeps his destroyers and his submarines, the latter being in bomb-proof shelters."

OSTEND—AFTER A BRITISH NAVAL BOMBARDMENT: AN OFFICIAL NAVAL AIR PHOTOGRAPH, SHOWING DAMAGE.

OFFICIAL BRITISH NAVAL AIR PHOTOGRAPH.



"THE DESTRUCTION RECORDED WAS EFFECTED WITHOUT DAMAGING A SINGLE HOUSE": OSTEND

The arrow at the foot of the photograph points north. The letters and numbers, as explained in an official key, indicate the following: "A—Shell-hole. B—Shell damaging entrance-gates to basin; the gates on the right-hand side can be seen shored up. C—Destroyer damaged on her side. D—Pier damaged. (E) F—Shell-hole. G—Corner of shop demolished. H—Sightlight of shop blown out by explosion inside. J—Roof of shop collapsed. (K) L—Groups of shops demolished. M—End of long shop demolished. (N.O.) P—Shop collapsed. Q—Destroyer with side damaged. R—Wreckage in berth inside destroyer, probably from smaller vessel moored there. S—Building demolished. T—Damage to end of wharf. U—Damage to a jetty. W—Wreckage. X—Shell-hole in the mud. Y—Top of submarine shelter depressed. Z—Damage to a jetty. ZZ—Camber displaced. The floating dock with two submarines escaped damage

AFTER BOMBARDMENT OF GERMAN WORKS—A PHOTOGRAPH FROM A NAVAL AEROPLANE.

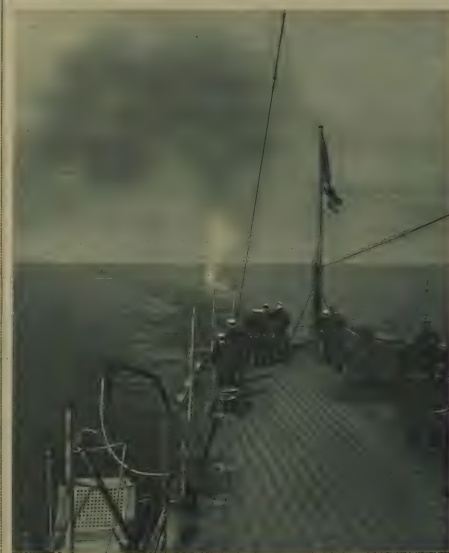
except at XX and VV. The only damage shown is that which affects roofs and horizontal areas. Damage to the sides of buildings, which must exist, is not shown in the photographs. 1—Part of an oyster preserve. 2—Anti-aircraft battery. 3—Floating-dock building. 4—Submarine shelter, with another close to under construction." The above photograph forms a companion to that of Zeebrugge on the preceding double-page, and those on the page that follows illustrating the actual bombardments. An official note (supplied with the photograph) says: "Ostend is inhabited chiefly by Belgians. In bombarding, as little damage as possible is done to the living portions of the town, and the fire is concentrated on those parts which are of military value. The dockyard shown in the photograph is flanked at short distance by houses, but the destruction recorded was effected without damaging a single house."

BRITISH MONITORS BOMBARDING OSTEND—AND TARGET— PRACTICE THAT MAKES FOR PERFECT NAVAL GUNNERY.

PHOTOGRAPHS Nos. 1, 2, 3, AND 4 SUPPLIED BY — G.P.U.: No. 5 BY ILLUSTRATIONS BUREAU.



KEEPING GUNNERS OF A SQUADRON OF THE GRAND FLEET UP TO THE MARK:
HOISTING OUT A TARGET FOR GUNNERY PRACTICE.



A RANGE-FINDING SHOT FROM ABOUT THREE MILES OFF: THE SPLASH OF AN "OVER"
(FIRED FROM THE LEFT) AS SEEN FROM A CRUISER TOWING THE TARGET.



'SCORING WHAT HISLEY WOULD CALL A "BULL'S-EYE": A DIRECT HIT—THE
SPLASH OF THE SHOT AFTER PASSING THROUGH THE TARGET CANVAS.



ANOTHER "BULL'S-EYE" HIT BEING MADE: A SHOT STRIKING THE WATER QUITE CLOSE
TO THE FLOATS THAT HOLD UP THE TARGET CANVAS.



PRACTICE MADE PERFECT BEFORE THE ENEMY: OSTEND HARBOUR WORKS AND SHIPPING BOMBARDED BY BRITISH MONITORS AT EXTREME RANGE.



"The last bombardment of Ostend," writes Mr. Hurd, of the "Daily Telegraph," "was evidently in the nature of a surprise; the Germans were caught unawares in the early morning light . . . In little more than an hour the attacking force was able to make a 'good job' of the undertaking. Luck, skill, seamanship, and daring, allied with caution, combined in assuring success, with the result that serious damage was done to the harbour, workshops, and shipping. In short, the injury was so great that the Germans forthwith cleared out everything afloat, so terrified were they by the effects of the gun-fire. The harbour is deserted." Also speaking of Ostend, Mr. Hurd says, "It is a naval port to which the enemy

attaches immense importance. The Germans regarded it as the future jumping-off place of their navy. . . It offers a good target from the sea, but it is no easy matter to get within range so as to be able to expend ammunition satisfactorily, since at Ostend, like all Belgian ports, there are powerful coast guns." The four upper photographs, showing incidents during a morning's target practice by ships of one of the squadrons of the Grand Fleet, suggest how it was that our bombarding guns were able to settle accounts with Ostend Harbour so speedily. Targets usually represent portions of a ship's side. The upper edge of the canvas framework is approximately at the height of a ship's upper-deck above the water-line.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY LAFAYETTE, HERSPORD, ELLIOTT AND FRY, SARONY, LIZIE CASWALL SMITH, AND CLAUDE HARRIS.



MAJOR A. L. McHUGH,
Canadian Railway Troops.
Has been officially reported
by the authorities as having
been killed while on active
service.



2ND LIEUT. A. W.
BLACKDEN,
R.F.A. Son of Brig.-Gen.
and Mrs. Blackden, Jamaica.



LT. GEO. TOD MORRIS,
Royal Horse Artillery (attd.
R.F.C.). Officially reported
killed on active service.



MAJ. VICTOR SIMON, M.C.,
Royal Engineers. Son of
Mrs. Henry Simon, of Lawn-
hurst, Didsbury. Awarded
Military Cross for "con-
spicuous energy."



2ND LT. F. McN. SHIRRIFF,
Canadian Forces. Son of Mr. and
Mrs. Daniel Shirriff, of Brandon,
Manitoba.

MAJOR W. R. BEAUCHAMP GILLESPIE,
Royal Berks Regt. Killed on active service
at the front while gallantly leading an
assault.



LIEUT. T. A. TURNER,
Royal Field Artillery. Grandson
of the late Rev. William Turner,
Rector of Whitchurch, Bucks.



CAPT. F. SCOTT COWTAN,
Yeomanry, and Wilts Regt.
Son of Mr. Mawer Cowtan
Cowtan, Canfield Gardens, N.W.



LIEUT. J. E. RAPHAEL,
K.R.R.C. A well-known
Oxford Blue. Son of Mrs.
Raphael, Wildhatch, Hendon.



LIEUT. H. C. F. JEFFCOCK,
Sherwood Foresters. Son of Mr.
and Mrs. Charles E. Jeffcock,
Welham Hall, Retford.



LT.-COL. W. BRIGGS GRANDAGE, M.D.
R. Field Artillery. Son of Mr. and Mrs.
Grandage, of Kent House, Rawdon, near
Leeds.



CAPTAIN F. H. MOORE,
Royal Garrison Artillery. Has
been officially reported as killed
in action.



CAPT. GUY CAMPBELL,
M.C.,
Machine Gun Corps. Twice
mentioned in despatches.



CAPT. P. H. BURTON,
M.R.C.S., R.A.M.C. (attd
London Regt.). Killed on
active service.



CAPT. H. E. R. HAMILTON,
Canadian Railway Troops.
Has been officially reported
as having been killed.



CAPT. H. B. GALLIMORE,
Royal Field Artillery, M.A.
(Cambs). Son of Mr. and Mrs.
Henry Gallimore, Sheffield.



LIEUT. F. S. CARSE,
Australian Field Artillery.
Has been officially reported
as having been killed.



LIEUT.-COL. R. S. WORSLEY, D.S.O.,
A.S.C. Son of late Major-Gen. R.
Worsley, I.A. Mentioned three times
in despatches, and awarded D.S.O.



LIEUT. G. W. SWANN,
Attd. R.F.C. Eldest son of
Mr. and Mrs. W. Swann, of
Acton. Killed while flying.



CAPTAIN C. E. COX,
Royal Sussex Regt. (attd. R.F.C.).
Died of injuries received on
active service.



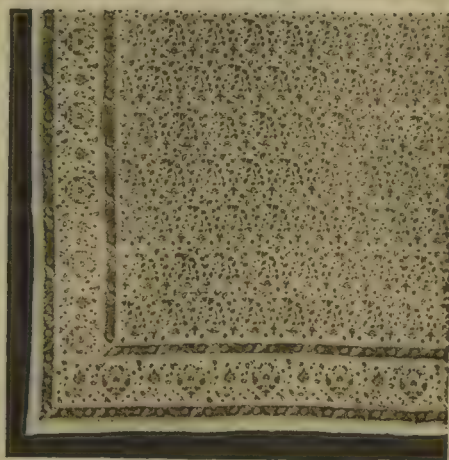
2ND LIEUT. H. TENNANT,
R.F.C. Son of Rt. Hon. H. J.
Tennant, and Mrs. Tennant,
of Women's National Service.



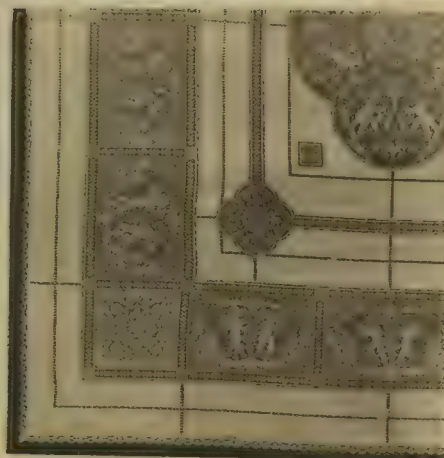
MAJOR J. WATSON RICHARDSON,
York and Lancs Regt. Only son of
Mr. S. G. Richardson, of Stonegrove,
Sheffield.

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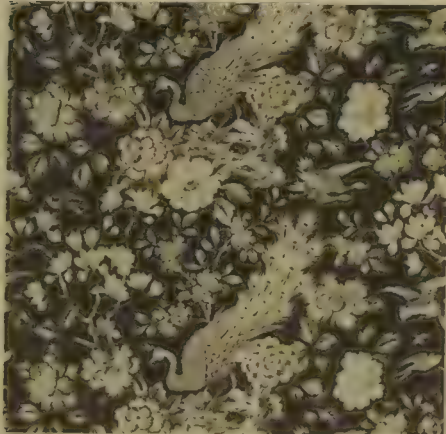
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For double Beds, usual price 15/9 Sale price 11/9



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Size 100 in. by 112 in. Usual price 25/6 Sale price 18/9



3,000 yards 31 in. heavy repp Cretonne, design reproduced from Chinese screen valued at £300, bright Chinese colours on black ground.

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5,000 yards 31 in. best quality domestic Cretonne, handsome floral design with black stripe, also in plain black or gold ground.

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LITERATURE.

Kitchener in "His Own Words." We have nothing but praise for "Kitchener in His Own Words," by J. B. Kye and H. G. Groser (T. Fisher Unwin). "K." as his friends called him, was never guilty of superfluity in word or action, and his public utterances could hardly have been more crisp and concise than they were. To many it seemed that he said less than enough, but this was an error, if at all, on the right side; and in the *résumé* of his utterances that the authors have given us, we have a chain of evidence in support of those who hold that he was one of the very great men of his time. Ever a worker, steadily acquiring knowledge that never failed to be useful to the State, Kitchener had served his country so thoroughly, and in so many positions of the first importance, that he was justified in looking forward to a few years of repose in the delightful security of his Kentish home when war broke out. To a friend of the writer of this note he admitted as much, and said it was the sense of duty rather than of inclination that took him to Whitehall for the herculean effort needed to set the crooked straight. How much there was to do, and how he laboured with failing strength, but undiminished capacity, to justify the nation's trust, we do not learn from this book, for he never referred to such matters in any speech: that was not his way. It is well to be reminded of his work in Palestine, of his caustic comments upon the Bulgarians, his admiration for the Turk as a fighting-man, his masterly achievements in Egypt, his infinite tact and resource in the Fashoda affair. "He is a splendid diplomatist," said the late Lord Salisbury, himself master of the difficult art. "It would require talents of no small acuteness and development to carry to a successful result as he did that exceedingly delicate mission up the Nile." What he did in South Africa as soldier and statesman, his vast work in Egypt, the stimulus he gave to national defence in Australia and New Zealand, his work as British Agent and Consul-General in Egypt—it is well that a brief yet sufficient record of these tasks and their fulfilment should be in the hands of his grateful countrymen. The

authors have added to the weight of a really valuable book by keeping the reader in constant touch with world developments contemporaneous with the speeches they quote, and in so doing, they throw high light upon many of Lord Kitchener's utterances that can only be estimated at their proper worth if their origin is recognised. General Ivanoff did not say too much when he declared that Kitchener was "the greatest personality of our day." He was not only a born administrator, but

"A Student in Arms."

personal about its author. They can get many glimpses of him (with the promise of a more regular biography later) in a second series (Melrose), compiled from manuscripts left by him when he was killed on the Somme last October. Donald Hankey was then thirty-three years old. He was born at Brighton, was educated at Rugby,

There are no doubt many readers of the first series of "A Student in Arms" who will be glad to know something of him. They can get many glimpses of him (with the promise of a more regular biography later) in a second series (Melrose), compiled from manuscripts left by him when he was killed on the Somme last October. Donald Hankey was then thirty-three years old. He was born at Brighton, was educated at Rugby, went straight from school to Woolwich, passed into the Royal Garrison Artillery, spent some time in Mauritius, resigned his commission, and went to Oxford, his object now being to take holy orders; and on the outbreak of the war was engaged in the Bermondsey Mission, after having gone out for a short time to British East Africa, "to think things over," and, for a somewhat similar reason, made a voyage in the steerage of a German liner to Australia, where he had a brief spell of "roughing it." Enlisting in August 1914, as a private, Hankey was wounded in the following May, received a commission in the R.G.A. on coming out of hospital, transferred to the Royal Warwickshire Regiment, and was in it when he was killed. Many experiences were thus crowded into brief space in his life, and they included also some success in authorship, which was not the least important of them from the standpoint of a serious-minded boy and man who apparently always, if never altogether passionately, contemplated the things of the spirit. As has been said, it is only glimpses of the Student in Arms that we get here; but they are numerous and remarkably intimate. The impression left by them is of a simple nature, which only appears complex because of its manner of development being unusual, and the comments by himself upon it being remarkably unconventional in their frankness. In this second series are printed some early papers, and among them an autobiographical sketch which shows that the personality behind the writer of "A Student in Arms" was not the creation and discovery of the war. Still, the war clearly gave Hankey the opportunity of expressing to a large audience views and sentiments which were modified by it, although they were not essentially inspired by it.



THE ANSWER WAS—"THE BANK": POSTER METHODS FOR THE SUCCESSFUL INDIAN WAR LOAN—COOLIES IN CALCUTTA.

The subscriptions to the great Indian War Loan, closed on June 14, amounted to £36,000,000, more than double the Finance Minister's estimate. Small investors through the Post Office contributed £1,413,333. Our photograph shows one of the methods employed to advertise the Loan—coolies in Chowringhee Road, Calcutta, bearing posters implying that all roads lead to the bank.

Photograph by Sport and General.

he had the gift of inspiring the unbounded confidence and whole-hearted devotion of those who worked under him. A word of approval from "K." was dearer to many a soldier than promotion or decoration, and the splendid example he set to the Service he adorned must be the Army's proudest heritage. It is high praise to say that the book before us is worthy of the great Englishman it is written to honour.

conventional in their frankness. In this second series are printed some early papers, and among them an autobiographical sketch which shows that the personality behind the writer of "A Student in Arms" was not the creation and discovery of the war. Still, the war clearly gave Hankey the opportunity of expressing to a large audience views and sentiments which were modified by it, although they were not essentially inspired by it.

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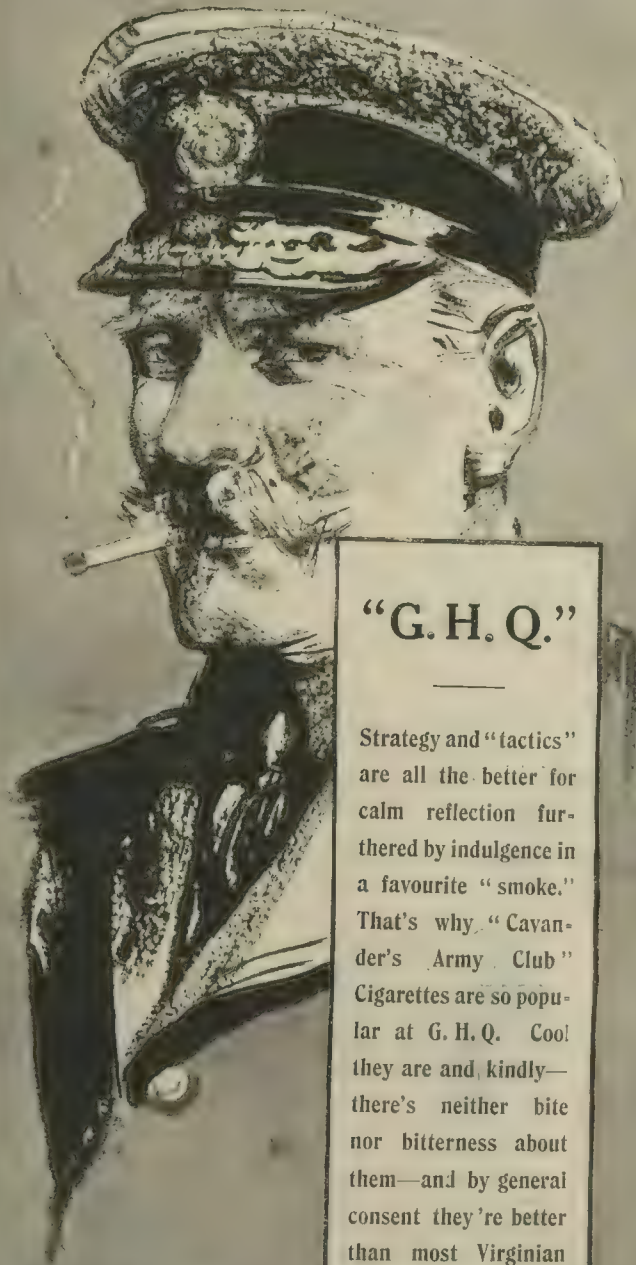
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LADIES' PAGE.

By an overwhelming majority—385 to 55—the House of Commons has accepted the principle of Votes for Women, in the peculiar form advised by the Speaker's Conference—that is, for women over thirty years of age, and either themselves on the Local Government Register or the wives of men so qualified. It is curious how "times change and we change with them." On more than one occasion the Women's Suffrage Society has been given by attempts on the part of its opportunist members to adopt and work for a Bill expressly excluding married women from voting, even though they were owners of great estates or carried on businesses alone. The theory was that men would resent less the notion that single women should vote provided that insubordinate wives could not cancel their husbands' franchise! Now, although voting is by secret ballot, the compromise agreed upon by men themselves in the Speaker's Committee is that wives as such shall be enfranchised, while a mass of responsible single women may be left out. However, if the occupation of one room is to give the right to the municipal vote, the solitary working woman—who naturally does not keep a house for herself, but lives in apartments—will yet have her voice in law-making about labour, as it is most urgently important that she should, in the hard times coming on, when so many women will be left husbandless by this cruel war and will need to find work for a living.

I asked Mrs. Seddon, wife of the famous Premier of New Zealand who gave women there the vote in 1894, if it was in fact found that the wife's voting tended to "create discord in the family?" Mrs. Seddon replied that there was apt to be in New Zealand what she called "a family vote"—that is to say, a man who cared at all about public affairs was usually able to influence his wife, sons, and daughters to think as he did and to support his side, as is

surely natural, and "to be expected," as Mrs. Seddon concluded her sentence, "if he is anything like what a husband and father ought to be." For my part, I think it is utterly absurd to invent a "fancy franchise" for women; but if there is not to be "the vote for women on the same terms as it is given to men," marriage *per se* not affecting it one way or the other, then I should much prefer to see married women preponderating rather than excluded. The life of a woman who does not marry in the class in which girls are not obliged to work for a living is apt to be very narrowing; it is not their celibacy, but their being too long under tutelage, too constricted in activities, too bound down to seclusion and suppression, and the resulting ignorance of life and human nature, that makes some elderly spinsters so narrow-minded and yet so self-satisfied and dogged in their prejudices. A single woman who has an active life or a great mind may be a Florence Nightingale, a Harriet Martineau, a Jane Austen, a Rosa Bonheur, a Queen Elizabeth; but we all know how very much the reverse she may be! Wifely and motherly duties, and the more free life usually allowed to married women socially, are all helps to wider development of thought and sympathies, and thence to wise voting.

A point readers should bear in mind is that the price of linens, whether for household or personal use, will probably increase rather rapidly in the future; and, even if peace were declared at a very early date, there will be little chance of the prices dropping for quite a long time to come, as the same difficulties of shortage of labour, transport, materials, etc., will undoubtedly exist for a considerable period after the conclusion of the war. Hence, it is true economy to take advantage of the opportunity afforded to replenish our store at Messrs. Robinson and Cleaver's sale. It began at their spacious and beautiful "Linen Hall," 156-168, Regent Street, London, W. 1, on Monday, June 25, and continues throughout July. It is unnecessary to remark that this old-established firm manufacture the

finest of Irish linens at their Ulster factories, and, as all intermediate profits are thereby avoided, the charges for their reliable and lasting goods are remarkably moderate. Robinson and Cleaver's exquisite damask table-linen is a joy to see and handle, and some charming designs are marked down for the sale. Pure linen sheets, sweet and cool, and never discolouring in the wash as cotton does, may be almost unprocureable soon, and are really very cheaply marked in this sale. The lace department—collars and blouses, as well as curtains, cushion-covers, sofa-backs, etc.—is stocked in great variety. Then there is the ladies' underclothing and handkerchiefs, and other beautiful work and embroideries done by Irish girls' deft fingers. There are quite inexpensive as well as more exclusive ready-to-wear gowns for ladies; and the fashionable sports coats and jumpers are all marked at very moderate prices. A catalogue can be had by post.

Messrs. Liberty are not issuing a catalogue of their sale, and the reduced prices for certain goods will only obtain for one short week; so make a note of the date—Monday, July 9, to the 14th of the same month. Those who call during those days will find a good selection of oddments, materials in the famous and exclusive Liberty weaves, and some furnishing goods, at bargain prices. There are to be a number of blouses in floral voiles with plain roll collar and revers, in useful and artistic colouring, sold for the nominal price for a Liberty blouse of 6s. 6d. and upwards; while dainty crêpe-de-Chine blouses will begin at one guinea each. Some great bargains are slightly soiled gowns in Osaka crêpe and floral voile, and dainty and picturesque frocks for children, as well as coats and hats for the youngsters, are to be obtained. Cretonnes that are usually 1s. 3d. are during the week to go for 3d. the yard. Then there are remnants of the lovely Liberty fabrics—silks, satins, crêpes, and muslins—long enough for practical service, at bargain prices.

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Commences MONDAY, July 2nd, and continues for Three Weeks.

Wonderful
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DAINTY GOWN, in best quality georgette, simple box-pleated bodice daintily finished with collar of contrasting colour and flower; plain, becoming skirt finished with tucks. In navy, black and a few good colours. Usual Price, 6j gns. Sale Price, **£5 18 6**

COAT and SKIRT (as sketch), for early autumn wear, perfectly cut on plain, tailor-made lines, with full, well-cut skirt. In navy and black serge only. Special Sale Price, **98/6**

MODEL TEA GOWN, with Coatee of rich tinsel Brocade, edged fancy trimming over a full gathered skirt of Crêpe-de-Chine, finished at neck with tinsel lace. In a good variety of colours. Sale Price, **98/6**

ARTIFICIAL SILK KNITTED COAT (as sketch). A typical example of about 1500 Coats we shall offer during our sale at special price. These Coats are perfectly fresh goods, full fitting, and in a good choice of shades.

Usual Prices 42/- - 73/6

Sale Price—all one—**21/-**

No Post Orders will be accepted for these goods.

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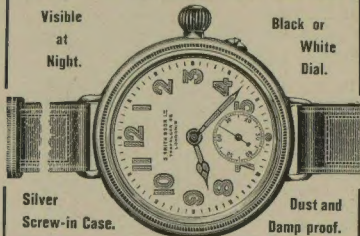
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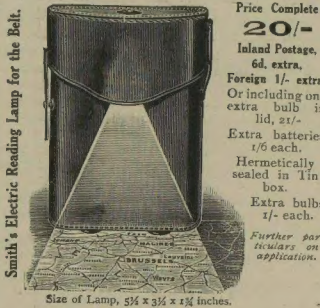
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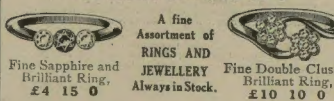


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Petrol Economy with the

CLAUDEL HOBSON CARBURETTER PROVED!

Read this extract from the "Commercial Motor," 24th March:

"Very many American convoys were consuming an average of 52 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburetter in favour of one of French make. AFTER A PUBLIC COMPETITION, CLAUDEL-HOBSON SECURED THE CONTRACT."

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COMMENCES
MONDAY,
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AND CONTINUES
FOR TWELVE
DAYS ONLY.

**EXCEPTIONAL BARGAINS
IN ALL DEPARTMENTS.**



COAT FROCK (as sketch) in good quality corded suit, designed on very becoming lines and daintily finished with embroidery in silver or dull gold. In black, navy, putty and nigger. Original Price, 98/6
Sale Price, 78/6

BOUDOIR GOWN (as sketch), in rich charmeuse or heavy Crêpe-de-Chine, with lace yoke and chiffon sleeves, and double bow of narrow fancy trimming to finish yoke. Original Price, 98/6
Sale Price 73/6

BLOUSE JUMPER, made by our own workers in rich quality Crêpe-de-Chine, softly pleated, finished with hemstitching and double collar. In all colourings.
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ARTIFICIAL SILK KNITTED SPORTS COAT. One of our most popular styles, made from a superior quality yarn, in a wide range of specially dyed colours. Usual Price, 63/-
Sale Price, 42/-

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SCRUBB'S CLOUDY AMMONIA

INVALUABLE FOR TOILET AND DOMESTIC PURPOSES

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The public are cautioned against the many injurious imitations of "Scrubbs' Ammonia" that are being offered, and attention is drawn to the signature of Scrubb & Co. on each bottle, without which none is genuine.

SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

Spinet THE SUPER CIGARETTE

Fine Old Virginia. Cork-Tipped Ovals.

Tins of 20, 1s. 3d.
Boxes of 50, 3s. 1½d.

Soothing as an Old Time Melody



THE PLAYHOUSES.

"AIRS AND GRACES" AT THE PALACE.

FOR how little nowadays counts the old distinction that used to be drawn between playhouses "proper" and the so-called variety houses, anyone may see at a glance who visits the Palace, to find there the former Gaiety favourite, Miss Gertie Millar, and such shining lights of the musical-comedy stage as Mr. John Humphries and Miss Gracie Leigh, along with comedy actors of the calibre of Mr. Donald Calthrop and Mr. Fred Groves, assisting at a form of entertainment which at one time captured half our West-End theatres. "Airs and Graces" is a revue that will bear improvement, like many a piece we have had elsewhere; but its company can hold its own with that of any rival show, and the clever players it has recruited have all of them got some opportunities and put them to pleasing use. The great recommendation it can boast is the number of bright turns and amusing moments that playgoers can call up in retrospect. Miss Gertie Millar will be associated with not a few of these memories: her sumptuously dressed doll and her cat on the tiles scene won immediate favour. Then there is a trio dance in which Mr. Jan Oyra's Jack-in-the-Box plays an unforgettable part, with telling music of Mr. Herman Finck's to set off his efforts. A duet, "Whisper to Me," the score provided by Mr. Lionel Monckton, is the chief vocal success,

and has every chance of going round the town; while the Assyrian ballet is a spectacle the most fastidious management might be proud of. As for Miss Gracie Leigh's contributions, it is hard to say whether she is droller as the policeman or the innkeeper with temperance scruples. There is, however, no doubting which out of Mr. Humphries' many strokes of humour is the most overpowering: his braggart soldier's record of imaginary feats of heroism leaves his audience limp and almost hysterical with laughter.

The title of "Sea-Pie" is appetising and the contents wholesome, while the cause on behalf of which it is published—to provide comforts for British Naval Prisoners of War—is so excellent that everyone will wish the publication success. It is filled with spirited drawings and letterpress by well-known artists and writers, humorous and otherwise, and offers liberal exchange for the eighteenpence which it costs. It is published at 40, Fleet Street, E.C., but can be bought at bookstalls and shops in the usual way.

Monday, July 2, should be a red-letter day in the calendar of every woman who, in her household affairs, makes it a matter of principle to combine good taste and thrift. For Monday will be the first of fourteen days of exceptional opportunity of picking up bargains in that home of the beautiful, Messrs. Waring and Gillow's world-famous galleries at 164-180, Oxford Street, W. For two weeks this popular firm will offer a vast assembly of bargains in linens, drapery, china, and glass; and among the special attractions will be Indian bedspreads of rich colour and characteristic devices reduced, for example, from 8s. 11d. to 6s. 11d., or from 15s. 9d. to 11s. 9d., for single or double beds, and some beautiful reproductions of real filet lace bedspreads reduced, respectively, from 21s. 9d. to 15s. 9d., or 25s. 6d. to 18s. 9d., the latter measuring 100 inches by 112 inches. Other bargains will include heavy repp cretonne, 31 inches wide, of very handsome design, reduced from 2s. 6½d. to 1s. 6½d. per yard; and some excellent domestic cretonne reduced from 1s. 4½d. to 10½d. per yard—and there will be many other bargains, equally

attractive, in china, glass, and linen. It will be wise for ladies to visit the galleries on the opening day of the great sale if possible, or, at all events, as soon as they can conveniently do so, as Messrs. Waring and Gillow's reputation for the felicitous combination of refined taste, faultless quality, and moderate prices is sure to attract seekers after beautiful bargains.

In pursuing its food-production campaign, the Royal Horticultural Society have given attention to the proper harvesting, preserving, and storing of fruit and vegetable crops, that there may be no waste. One item is the preservation of surplus fruits and vegetables as they come to maturity during the present season. Not a plum, apple, or any fruit should be allowed to fall to the ground and rot; and, similarly, we must guard our vegetables. Throughout this year lectures and demonstrations on fruit preserving and bottling have been given by Mr. and Mrs. Vincent Banks. There is also a book of recipes, etc., to be obtained of the secretary, R.H.S., Vincent Square, S.W.



DECORATED FOR SERVICES IN BELGIUM: MR. HERBERT L. COSTA, WITH THE CROSS OF CHEVALIER OF THE ORDER OF LEOPOLD II. Mr. Herbert L. Costa, manager of the building and electrical departments of Harrod's, Ltd., has been decorated with the Cross of Chevalier of the Order of Leopold II. by the King of the Belgians, near the firing line, for services in connection with the building and engineering operations carried out by Harrod's, Ltd. One of these operations was the construction of the famous group of hospitals over which Dr. De Page presides.

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ON THE SALONIKA FRONT: INDIAN TROOPS AT GAS-MASK DRILL.
 Official Photograph.

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The only Rational Laxative.



"Don't you forget to pack a box of Jubol in my bag."

Relieves Constipation, purifies the blood, and keeps the body healthy.

Jubol can be taken without altering the daily routine, and is an ideal laxative for travellers.

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Constipation
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Recommended by the Medical Profession in England and Abroad.

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"It is only necessary to take from one to three tablets of Jubol every night for a few weeks, in order to be free from constipation. Jubol is a priceless boon to sufferers from haemorrhoids."

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Late of the French Naval Medical College and of the Hospitals.

Price 5/- per box (complete course of six boxes, 20/-). Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free, from the British and Colonial Agents, HEPPELLS, Pharmacists, 164, Piccadilly, London, W.1, from whom can also be obtained explanatory literature.

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The triumph of Modern Science.

Medical Opinion:

"The principal indication in the treatment of arterio-sclerosis consists first of all in preventing the birth and development of arterial lesions. During the pre-sclerotic period, uric acid being the only factor causing hyper-tension, it will therefore be necessary to combat energetically and frequently the retention of uric acid in the organism by the use of URODONAL."

Professor FAIVRE,
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"URODONAL is an ideal agent in the hands of the physician in all cases where there is reason to fear the retention of oxalic acid, as URODONAL eliminates this poison as readily as it eliminates uric acid, and thus safeguards the patient against the harmful effects of this dangerous form of intoxication."

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 Late Physician to the Colonial Hospitals, Officier de la Légion d'Honneur.

URODONAL DISSOLVES URIC ACID



Gout,
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POINT SECTION.

RESERVOIR.

PRESSURE BARS.

SECTION OF RESERVOIR.

CAP.



FOR SERIOUS LIVER, KIDNEY AND RHEUMATIC TROUBLES.

WHY BOXERS NEVER HAVE THEM.

TOLD BY *Jimmy Wilde.*

Some training camp secrets divulged by the all-conquering little Welshman, world's champion at his weight, and winner outright of the Lonsdale Belt.

Since joining the Army gymnastic staff I have often been asked to explain the training methods responsible for my maintaining the continuously perfect state of physical fitness which has enabled me to win five consecutive world's championship contests within a period of thirteen months.

"Liverishness," languor, acidity, indigestion and dyspepsia, catarrh, neuralgic pains, backache, headache, rheumatism, gout, lumbago, etc., etc.: all arise simply from the accumulation of impurities in the system. Obviously the one and only way to get rid of the complaints quickly and permanently is to clear the impurities out. To do this, thoroughly cleanse the clogged organs of filtration, thus immediately purifying the blood and preventing the absorption of further poisons. The self-poisoning absorption process is the direct cause of most serious ailments and diseases. Auto-intoxication, the medical men call it, and, after all, such scientific terms as toxins, bacilli, uric acid, stomach acids, bacteria, etc., are only fancy names for common impurities or poisons.

To make and keep the whole body absolutely fit, the digestion good, the mind clear and alert, eyes bright, and nerves steady as steel, simply drink occasionally, before breakfast, a tumbler of hot-saturated water, prepared by adding a level teaspoonful, or less, of ordinary refined Alka-Saltzates. This produces a pleasant-tasting drink, and, being a common, standard compound, can be had at little cost from any good chemist. It exactly reproduces the curative waters of certain natural medicinal springs, and Eugene Corri, the famous referee, when speaking recently of its effects in his own case, said the salted water treatment proved better than a visit to a spa.

BE HAPPY AND WELL

Positively prevents and cures

**SEA-SICKNESS and
TRAIN-SICKNESS.**

Officially adopted by Steamship Companies on both fresh and salt water—endorsed by highest authorities—and used by travellers the world over. Contains no cocaine, morphine,

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ENTIRELY BRITISH MADE.
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Goods
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Refuse
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MEXICAN
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RENEWER.

Do not let Grey Hairs
appear.

Restores Grey or White Hair to its original colour, where the glands are not destroyed. Prevents Dandruff, and the Hair from coming out. Restores and Strengthens the Hair.

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"BEAUTIFULLY COOL AND SWEET SMOKING"

Player's Navy Cut Tobacco

Packed in varying degrees of strength to suit every class of smoker

Player's Gold Leaf Navy Cut - - - } Per oz.
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PLAYER'S "WHITE LABEL" NAVY CUT - **8^d.**

Also **PLAYER'S NAVY CUT DE LUXE** (a development of Player's Navy Cut) packed in Airtight Tins

2-oz. TINS

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HAVE A WORLD-WIDE REPUTATION

They are made from fine quality Virginia Tobacco and sold in Two Strengths—
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100 for **4/10** 50 for **2/5** 100 for **4/-** 50 for **2/-**

Smaller sizes of packing at proportionate prices

IN PACKETS AND TINS FROM ALL TOBACCONISTS AND STORES

These Cigarettes (and Tobaccos) are also supplied at DUTY FREE RATES for the purpose of gratuitous distribution to wounded Soldiers and Sailors in Hospital

Terms and particulars on application to—

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THE CHRONICLE OF THE CAR.

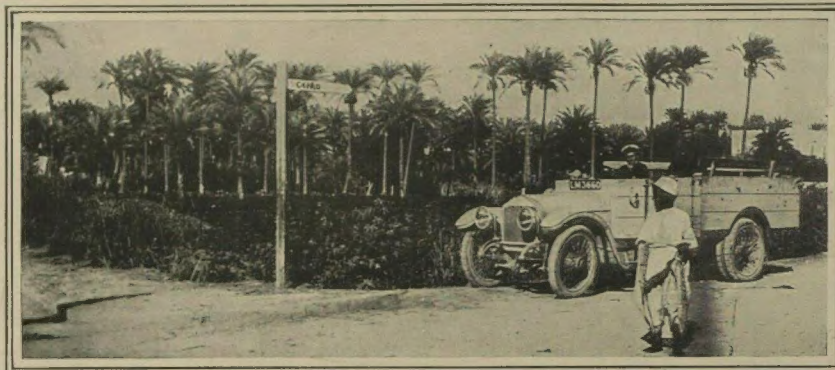
The War and the American Car. According to authoritative statements from the American motor trade, only about fifteen per cent. of the resources of the industry will, consequent upon the entry into the war of the United States, be available for purposes of regular business. The figure, for one thing, is eloquent of the part America intends to play in the war—nothing less than a mobilisation of the whole of her resources for the war will content her. Another point which emerges is that America's participation in the war for civilisation will put us more on a level in the start for industrial and commercial reconstruction afterwards. There is no doubt that the American motor-car industry made enormous headway in Colonial and neutral markets during the two-and-a-half years of United States neutrality, and obtained a grip which our own manufacturers would have found an almost insurmountable obstacle to development later. It may appear to be a selfish way of looking at things to welcome America's intervention in part on the ground that her occupation in this way will handicap her commerce to our advantage; but, after all, it is in fighting the battle of humanity that we have sustained our own commercial hurt. There can be no harm, then, in the reflection that all the great industrial nations will have to start again from a single mark when the conflict is over.

The Refund of Car Licenses. With reference to the clause in the Finance Bill which lays down that, where the full license duty has been paid on a motor-vehicle and the latter is laid up before July 1, a refund of half the duty may be made, the Treasury has announced that applications for repayment may be made at any money-order office, or to the Comptroller and Accountant-General, G.P.O., London, where the owner resides in England or Wales. In the case of Scottish motorists, the refund will be made by the Customs authorities; and in Ireland the same procedure will be observed as in England and Wales.



THE KING'S TOUR IN THE NORTH-EASTERN COUNTIES:
HIS MAJESTY AT MIDDLESBROUGH.

The recent tour of the King and Queen through the great manufacturing centres in the North-Eastern counties was one unbroken success. The motor played an important part in their Majesties' progress, and our photograph shows the King about to enter his Daimler car at Middlesbrough Station.



THE WORLD-WIDE POPULARITY OF A MOTOR-CAR: A WOLSELEY IN EGYPT.

It would be difficult to name a corner of the world where the Wolseley car has not done good work, and our photograph shows one of these well-known cars on the road from Alexandria to Cairo.

Preparing for Scientific Production

The Austin Motor Company, Ltd., has inaugurated a Technical Society, having as its objects the promotion of the study of engineering and other branches of applied science, and to provide a means for the interchange of ideas and information between its members. The inaugural meeting was held on May 2, at which Mr. Herbert Austin, the first President of the Society, took the chair, and was supported by the Directors of the Company and a large gathering.

In his presidential address, Mr. Austin explained the objects of the Society and the means whereby it was hoped that those objects might be attained. In view of the fact that a very large number of employees were new to the mechanical industry, it was advisable to provide all the educational facilities possible, and it was thought that the Technical Society would go very far to meet this want. It was proposed that all employees, whether male or female, should be eligible as members in one of three grades, according to their technical abilities, the claims of each candidate being considered by a Selection Committee, who would decide the grade in which each might be placed.

There would be frequent meetings, at which papers would be read and discussed, and lectures would be given by specialists, at which the works lantern and cinematograph would be utilised for the purpose of illustration, when desirable. A reference and lending library was in course of preparation, and this would provide a ready means for the study of standard technical works and the periodical journals devoted to various engineering subjects. This library would be available to all members, under proper restrictions, and those having technical works were invited either to present or lend them for the general benefit. Eventually it was hoped to issue an official organ to recount the activities of the Society, and provide further educational facilities. The Austin example is one which might with advantage be followed by others of the principal firms in the industry.

W. W.

THERE is a subtle charm—an aromatic elegance, and a distinctive flavour—about TURF CIGARETTES which is all their own. It is so hard to explain; and so easy to appreciate. Produced from the world-famed Old Belt Mature Virginia Leaf, they represent smoke VALUE, and Tobacco QUALITY.

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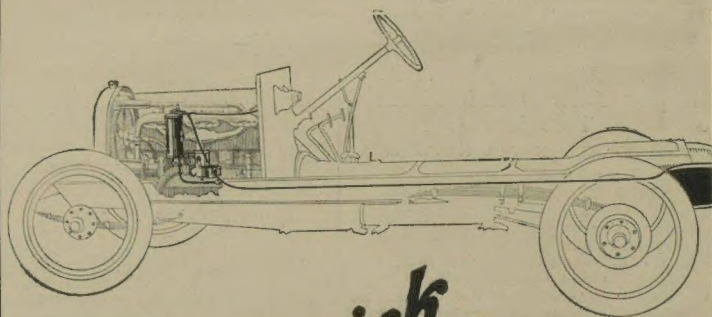
Virginia Cigarettes

This is the actual size of a box of 20 TURF Virginia Cigarettes at 1/3



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Buick

VALVE-IN-HEAD
MOTOR
CARS

Vacuum Petrol Feed

THIS system is installed as part of the standard equipment of all Buick Cars. It is simple in construction, and there is absolutely nothing that requires attention. This system effects a saving of from 10% to 20% in petrol consumption and ensures an equal supply of petrol to the carburettor. It eliminates pressure pumps and air-tight filler caps, saves sediment in petrol passing into carburettor and does away with petrol tank in cowl, where such have been found to be noisy, to give off annoying odours, to be troublesome to fill, dangerous in collision and hazardous from possible explosions through leakage of petrol to ignition wires.

The Vacuum Petrol Feed is only one of the many features which contribute in making the Buick a Car of unrivalled value and excellence. 1917 Buicks consist of 4- and 6-Cylinder Models.

Buicks cannot now be supplied, but let your "After-the-War" Car be a Buick.

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